F-SUPER DUTY CLASS A MOTOR HOME CHASSIS (F53) BODY AND SPECIAL EQUIPMENT INSTALLATION PRECAUTIONS

GENERAL NOTES

4. Adherence to the following suggestions and warnings should not be construed as implying compliance with any particular U.S. or Canadian regulation. See the Incomplete Vehicle Manual (IVM) for specific information regarding compliance with U.S. or Canadian regulations.
5. The weight of the basic vehicle plus the sum of the weights of:
   (a) additions to the basic vehicle (body and equipment),
   (b) other cargo,
   (c) fuel sufficient to fill all tanks, and
   (d) the maximum number of occupants, at 150 lb per occupant

   must not exceed the GVWR of the vehicle as specified on the incomplete vehicle label attached to the IVM and must be distributed so that neither the front or rear GAWR (as specified on the incomplete vehicle label) is exceeded. Also see the IVM for further instructions. All heavy equipment installed by the body builder should be placed as close to the floor as practical to maintain a minimum vertical center of gravity. Side-to-side loading should be as symmetrical as possible about the vehicle longitudinal centerline to prevent vehicle lean and adverse steering and braking characteristics.
6. Rear departure angle of 8.8° maximum for the motor home chassis should be maintained to protect the fuel tank at GVWR. Rear bumpers or underbody skids should be considered to minimize interference to ground.
7. All subsequent manufacturer-installed items must be at least 3/4 inch away from fuel tank(s), rotating driveline components, and all other moving components. Also, they must be clear of all axle total movements.
8. EMISSIONS CONTROLS — See the Incomplete Vehicle Manual.
9. NOISE REGULATIONS — See the Incomplete Vehicle Manual.
10. SAFETY CERTIFICATION INFORMATION — See the Incomplete Vehicle Manual.

BODY

1. Any structural member removed from the body or cowl assembly areas, except for the dunnage box supports, must be replaced or included in the body structure of any special body installed.
2. It is mandatory that the body builder establish a structurally sound combination of body and vehicle structure by securely fastening together the body and the frame. This requires a rigid body design and a thoroughly planned system of bolts, welds and other fastenings between the frame and body. To ensure structural integrity is maintained, the vehicle's front structure must not be modified.
3. To avoid interference problems with suspension components, body attachments to frame should not protrude below side member flange.
4. An access panel may be provided in the vehicle floor by the body builder to service the in-tank fuel pump.
5. The body builder should consider the addition of sound insulation to minimize engine and fan noise in the driver compartment.

FRAME

1. **FRAME WEB** — holes to mount brackets, outriggers, and supports may be drilled in the vertical side rail web with the following restrictions:
   - Material between edge of hole and inside of upper or lower flange must be at least 1.50″.
   - Minimum edge distance between any two holes must be at least twice the diameter of the largest hole.
   - Holes must be no larger than 0.75″ in diameter. Avoid close vertical succession of fasteners.
   - All attaching fasteners, including flat washers, must be of high strength steel (Grade 8 or metric equivalent).
2. **FRAME FLANGE** — holes may be drilled in the horizontal frame flanges with the following restrictions:
   - Material between edge of hole and radius/edge of flange must be at least 1.0″.
   - Minimum edge distance between any two holes must be at least twice the diameter of the largest hole.
   - Holes must be no larger than 0.5″ in diameter.
3. Welding to the frame flange is not recommended; welding to the vertical side web is preferred.
4. The frame for the motor home chassis is designed to permit removal of the engine and transmission out-the-bottom. This is facilitated by bolt-in No. 2 and No. 3 crossmembers. Body builders should not add permanent structures which preclude powertrain removal.

ENGINE

1. Engine compartments must be designed to eliminate any air circulation restriction that would affect the air induction and cooling systems. Motor home engine compartments must provide adequate flow-through ventilation to prevent local temperatures from exceeding recommended maximums. Limits for critical engine components are shown in the Table (see Cooling) on next page.
2. No modification of the air cleaner inlet duct is permissible. Removal or modification of this duct will affect function of the mass air meter, possibly causing driveability problems and increased tailpipe emissions.
3. The electronic speed control system used on the motor home chassis does not require any vacuum source or reservoir.

SUSPENSION AND STEERING

1. No vehicle or component alterations are allowed which restrict or prevent steering wheel, column, intermediate shaft, or coupling assembly collapse/stroke travel during crash.
2. Relocating the power steering fluid reservoir is not recommended. If the reservoir is moved, care must be taken to ensure that the power steering hoses are not kinked; hoses should have generous radii. Keep the reservoir upright in a vertical position while in the process of relocating it to ensure that no air enters the system.
3. If suspension spacers are used between the spring and axle seats to accommodate side-to-side variations, they should not exceed 3/4 inch.

DRIVELINE

1. No drilling or welding to the front axle "I" beam is permissible. Special equipment mounting or attaching brackets, requiring attachment to the front axle, may be clamped to axle "I" beam only.

TRANSMISSION

1. Transmission components are sensitive to ambient temperatures. Underbody ventilation is critical and temperatures in specific areas should not exceed those listed in the Table (see Cooling) on the next page.
2. 4R100 wire harness routing location, wire harness locating clips, all heat shielding, and minimum clearance to the exhaust must be maintained as installed from the assembly plant. Failure to maintain minimum clearances may result in heat damage to the wiring assembly and loss of transmission controls.
3. For the motor home equipped with automatic transmissions, it is mandatory that the shift linkage be readjusted after shift linkage repair, engine mount replacement or shimming, steering column replacement or repositioning, transmission replacement, or any repair which could change the linkage adjustment.

WHEELS AND TIRES

1. The 245/70Rx19.5F (18,000 lb and 20,500 lb GVWR) and the 225/70Rx19.5F (15,700 lb GVWR) are the only tires approved for the F-Super Duty Class A Motor Home Chassis (F53).

F-SUPER DUTY CLASS A MOTOR HOME CHASSIS (F53) BODY AND SPECIAL EQUIPMENT INSTALLATION PRECAUTIONS (Continued)

COOLING

Refer also to Design Recommendations: Cooling.

1. Cooling inlet area revisions (grille, bumper slots, etc.) must not significantly alter air flow and should be free from blockage such as spare tires, added brackets, etc. Restricted air flow can result in possible engine damage for which the installer may be held liable, should any claims arise.
2. A minimum frontal grille opening of 370 square inches is required to provide satisfactory engine cooling. The grille opening should be directly in front of the radiator or ducted in such a manner to direct airflow through the radiator core.
3. Engine and Automatic Transmission temperatures may be affected by motor home front-end design. Component temperature limitations should not be exceeded (See Table below).

F-SUPER DUTY CLASS A MOTOR HOME CHASSIS (F53) MAXIMUM ALLOWABLE COMPONENT TEMPERATURE

Components	Temperature
Fuel Rails/Pressure Regulator	200F
Engine Ignition Sensors	250F
EEC Module (mounted behind pedals)	175F
Auto Transmission Sensors	250F
Lower Transmission Area (mounts, gaskets, etc.)	250F

NOTE: Use only Ford Factory Coolers/Heat Exchangers.

EXHAUST

1. Any changes to the existing exhaust pipe length should be accomplished by welding or use of 3/8 inch U-bolt clamps. Pipe added to the exhaust outlet must be of 0.053″ minimum wall thickness. Extending the outlet pipe 10 inches or more requires an additional support bracket of a type similar to those provided with the original chassis.

   WARNING: It is mandatory that the side outlet tailpipe configuration be retained when any modification is made to the exhaust system, to reduce the possibility of exhaust fume entry through rear openings. The pipe outlet should not be located near any vent, window, door or body opening. The tailpipe or attenuator of any modified system should be above the departure angle of the finished vehicle.
2. Do not remove, reposition, or otherwise modify any existing OEM chassis or exhaust mounted heat shielding. These shields are there to ensure heat protection from underbody components as well as occupant comfort. Changes in the exhaust pipe length should be accompanied by a similar lengthening of the heat shielding where it exists. Additional underbody heat shielding is required to be installed by the builder as specified in the QVM Motor Home and Transit Bus Guide.

FUEL SYSTEM

1. The fuel tank for the motor home chassis is located between the frame rails aft of the rear axle, and is supported by straps and frame crossmembers. The body builder should consider skid plates or protective bars if the body structure does not adequately protect the lower and rear surfaces of the tank.

   WARNING: The five-gallon throwaway fuel tank used on the motor home chassis is for temporary use only during transit shipping, and is to be discarded by body builder. Minimum 10-gallon fuel fill on initial fill of aft-of-axle fuel tank to dilute anticorrosion solution.
2. Avoid relocating fuel tanks. Relocated fuel tanks must meet FMVSS requirements. Use torque specifications and controls for reinstalling tanks (refer to service manual).
   - To avoid electrical sparking at tank, disconnect the battery ground cable(s) from the vehicle battery(ies) before removing tank.
   - Fuel tank clearance to body or frame components is 0.75 inches minimum. The size of any flexible body mounts must not be considered as part of this clearance.
   - Suspension components must clear the fuel tank by 2.00 inches minimum through their functional geometry.
   - Unfriendly surfaces by fuel tanks are unacceptable (i.e., any fastener used to install back-up alarm, seats, etc., to floor or chassis components must not point toward fuel tank).
   - Revisions and welding to fuel filler pipes, filler necks and tanks must be avoided. When welding in the vicinity of the system (especially gasoline) remove the tanks and fuel components to prevent accidents.
   - When removing tanks for processing, tanks should be stored where protected and caps should be installed on all openings. Dirt/dust will plug fuel filters and could result in engine damage.
   - Reinstallation of fuel sender units always requires a new gasket (fastener torque of 85-115 in-lb is specified).
   - Auxiliary generator systems that are installed with their own fuel supply, or with a fuel supply provided by means other than using the tank auxiliary port, must meet FMVSS requirements.
   - Tapping into fuel tanks for an extra fuel source is highly undesirable and FMVSS certification is required. An auxiliary fuel port is available on the motor home chassis in-tank sender unit assembly.

   The recommended horizontal and vertical location for fuel tank filler pipe is shown on page 163 of this section.
3. Fuel filler and vent hoses must not be exposed to sharp corners and should have a minimum of 1.00 inches clearance to the body and surrounding body and chassis components (except frame). If fuel filler hoses are in the vicinity of edges or corners, then shield/abrasion protection should be used. Sink traps (low spots in fuel filler and/or vent hose) are unacceptable. The recommended horizontal and vertical location for the fuel tank filler pipe is shown on page 163 of this section.

   Lengthening/relocating the fuel filler pipe can only be done with the hose supplied in the dunnage box and steel tube provided by the body builder. No substitute hose material is allowed. Total length of the hose used in the system cannot exceed that of the original hose supplied in the dunnage box. Failure to comply may void the evaporative emissions certification.
   - If fuel hoses or vent hoses are replaced, the new hoses must meet Ford Engineering specifications. ESL-M2D291-A2 torque specifications should be used for hose clamps (25 to 35 in-lb).
   - Extra connections in the fuel filler hose or vent hose, caused by the use of extensions, should be avoided.
   - Use only the Ford-specified fuel cap. Caps other than the Ford original (such as aftermarket locking gas caps) are unacceptable.
4. Splicing of fuel lines with clamps and rubber hoses is unacceptable.

   NOTE: Motor Home Chassis have P.T.F.E. nylon fuel lines.

   In-line fuel heaters (used on diesel only) should be compatible with Ford fuel line fittings (including nylon lines).

   When drilling or welding in areas where there are fuel or vapor lines, the lines should be removed.

   Bolts installed into the chassis near fuel/vapor lines should have protective caps or other means of protection for the lines.

   Kinking or collapsing of fuel or vapor lines, while handling or after installation, is unacceptable. If line has been kinked, it must be replaced.

   If carbon canisters are relocated:
   - Heat shields should be added if they are located in the vicinity of the catalyst and/or muffler.
   - No additional hose can be added to the canister purge lines. Lengthening of the system can only be accomplished by replacing one or more of the steel tubes with a longer tube. The number of joints and length of hose in the system cannot be increased. If any of the hose is damaged, it must be replaced with CADBAR II low permiability hose meeting Ford Engineering Specification ESA-M2D50-B. Failure to comply may void the evaporative emissions certification.
   - Fastener torque specs are 14 to 22 ft-lb for remounting of canister brackets to frame.

   Avoid routing of fuel or vapor lines near any sharp edges or corners. Protect lines if near any sharp edges or corners.

   Do not add auxiliary filters to fuel return lines or auxiliary pumps to fuel supply lines.

ELECTRICAL

All wiring additions and revisions should comply with procedures described in the “Electrical Wiring, General Practices” on Appendix page 184.

NOTE: Refer to the table on page 170 for identification of chassis wiring circuits, and tagged circuit splice locations. After all electrical or vehicle modifications, perform the on-board diagnostics procedures as described in the powertrain control/emissions diagnosis manual to clear all diagnostic trouble codes (DTCs). Road test vehicle and rerun on-board diagnostics to verify that no DTCs are present. If DTCs are generated, perform the appropriate diagnostic procedures and repairs. Vehicle operation (engine/transmission) may be affected if DTCs are not serviced.

F-SUPER DUTY CLASS A MOTOR HOME CHASSIS (F53) BODY AND SPECIAL EQUIPMENT INSTALLATION PRECAUTIONS (Continued)

1. ADDING LIGHTS OR ELECTRICAL DEVICES

Although there are many points in the truck electrical system to connect additional circuits, certain connection points provided are recommended for reliability and convenience. This section defines the recommended connection points for the F-Super Duty Class A Motor Home Chassis (F53) models and the maximum electrical loads allowable.

CAUTION: Improper electrical tie-ins may affect vehicle operation (i.e., engine, transmission).

Alternative connections or wiring practices are not recommended as certain modifications may result in other circuits becoming nonfunctional. Disconnect the battery negative (ground) cable and remove it from the battery carrier prior to any vehicle modification. Upon completion of body or equipment installation, all wiring should be checked for proper routing, etc., to preclude electrical shorts upon reinstallation of the battery negative cable.

All electrical power for 12 volt equipment installed by the body builder must be taken off at the battery terminal of the auxiliary battery relay, starter relay, or locations provided and identified later in this book, and must be protected by a fuse, circuit breaker, or fusible link.

The vehicle wiring and protection were designed for the following lighting loads — additional loads to any circuit must be installed in accordance with the detailed electrical wiring instructions provided later in this book.

Qty	Components	Trade No.
2	Halogen Headlamp Bulbs	9004
10	Combination Rear Lamp (tail, brake, turn signal) Bulbs	1157
2	Back-up Lamps	1156
4	Side Marker Bulbs	194
2	License Plate Illumination Bulbs	194
2	Interior Dome Bulb	561
16 5	Bulbs for Instrument Cluster Illumination Small bulb Large bulb	 37 194

2. LIGHTS CONTROLLED BY HEADLAMP SWITCH

The headlamp switch on the F-Super Duty Class A Motor Home Chassis (F53) utilizes one 20 amp. fuse for the headlamp high beam circuit and two 10 amp. fuses for low beam. The vehicle contains a standard daytime running lamp system which operates using low beam/reduced intensity.

NOTE: Do not add marker lamps to the headlamp circuit; a separate circuit is provided for the marker lamps. Adding the marker lamps to the headlamp circuit can result in an overload of the circuit. For full service temperature range, the headlamp switch load should not exceed 15 amps.

Wiring access for lights to be controlled by the headlamp switch are provided at the front of the dash panel and at the rear of the vehicle, and are identified by tags attached to these wires.

Splices and electrical loading (fusing and wire size requirements) of these circuits must be in accordance with general practices previously identified.

3. LIGHTS CONTROLLED BY STOP LAMP SWITCH AND TURN INDICATOR SWITCH

NOTE: Splicing into the stop lamp switch on vehicles with 4R100 transmissions can interfere with the proper functioning of EEC, 4R100, and speed control. This can:

- Affect EFI engine idle speed quality.
- Prevent the 4R100 torque converter clutch from applying at throttle openings less than half throttle.
- Prevent the speed control from disengaging upon braking.

If your application involves splicing into the stop lamp switch of an 4R100-equipped vehicle, please call the Truck Body Builders Advisory Service on 1-877-840-4338.

The F-Super Duty Class A Motor Home Chassis (F53) has a mechanical stop lamp switch mounted on the brake pedal arm. These switches and associated wiring are designed for a maximum load of 10.5 amps, which is less than the fuse in the circuit, but ample for normal stop lamp loads. Under no circumstances are total loads in excess of this value permissible.

If only turn signal function is desired for the added lights, splice into the taillamp loom located at the rear of the vehicle. Splice into wires tagged “R.H. turn signal only ‘or’ L.H. turn signal only.”

If both the turn signal and stop lamp function are desired for the added lights, splice into the taillamp loom at the rear of the vehicle into wires tagged, “R.H. turn w/brake ‘and’ L.H. turn w/brake.”

NOTE: The turn signal switch used on light trucks has a maximum rated current of 6.5 amps for right and left turning functions and 10 amps for stop lamp function. Do not exceed these values on the turn signals.

The turn signal and emergency flasher system on the F-Super Duty Class A Motor Home Chassis (F53) utilizes an electronic flasher. For the turn signal function, the electronic flasher is designed to accommodate five 2.1 amp lights; and for the emergency flasher function, it is designed to accommodate ten 2.1 amp lights, for combination stop/turn and trailer lamps.

NOTE: Adding more lights than what is specified above can result in reduced life and performance of the flasher.

4. ADDED LIGHTS OR ACCESSORIES CONTROLLED BY ADDED SWITCHES

The added electrical switches and wiring must have sufficient electrical capacity for the accessory load and must be protected by appropriate fuses or circuit breakers. Also, added current draw must not cause total loads to exceed capabilities of the base vehicle wiring.

State, provincial, local laws may regulate the manner in which the fog and driving lamps are used, or may require additional equipment for the particular use intended for the vehicle. It is the buyer’s/owner’s responsibility to determine the applicability of such laws to the buyer’s/owner’s intended use for the vehicle and to arrange for the installation of required equipment.

When horns are installed, the location must be as high as possible with bell mouth of horn pointed downward.

NOTE: For additional information on Electrical/Trailer Tow wiring and devices, please refer to the “Body Builder Wiring Supplement.”

5. BATTERIES AND VOLTAGE REGULATOR

The battery location must be adequately ventilated, accessible for servicing, protected from road splash, and must also incorporate a shockless mounting.

If the original equipment battery is replaced by more than one battery, or a battery of a larger capacity, the battery charging power supply circuit must be checked and revised to carry the additional loads.

F-Super Duty Class A Motor Home Chassis (F53) has a separate wire to the EEC IV module to maintain Keep Alive Power, and is not affected by the addition of a battery cut-off switch.

The electronic voltage regulator base must always be connected to the battery, engine chassis ground when the ignition switch is in either the ON or START position. The voltage regulator will be damaged if the connection does not exist when the ignition switch is energized.

ELECTRONICS

Refer to the Electrical Wiring Section for information on the Electronic Engine Control system.

A/C PREP PACKAGE

1. The F-Super Duty Class A Motor Home Chassis (F53) comes with an R134a (non-CFC) air conditioning prep package for use with a CCOT controlled a/c system. This package consists of a compressor, condenser, high side lines with high pressure switch air recirculation baffles, and front end accessory drive which are mounted to the chassis, and an accumulator/dryer with low pressure cutoff switch that is shipped in the dunnage box and is located by the body builder.
2. Information on air conditioning refrigerant and lubricant quantities are shown in the Motor Home and Transit Bus Guide. Included in the Guide is the charge level determination procedure for a CCOT air conditioning system.

F-SUPER DUTY CLASS A MOTOR HOME CHASSIS (F53) BODY AND SPECIAL EQUIPMENT INSTALLATION PRECAUTIONS (Continued)

Circuit	Circuit #	Gauge	Color	Location	Fuse Loc	Fuse Size
• Accessory Feed (Accy's & Run)	296	18	White-Purple Stripe	Top Side of Dash Panel (Part of 14A318-A w/Assy)	F/P Pos. #5	10A
• Accessory Feed (Run Only)	294	18	White-Lt. Blue	Top Side of Dash Panel (Part of 14A318-A w/Assy)	F/P Pos. #38	10A
• A/C Clutch	441	16	Purple Stripe	Top Side of Dash Panel (Part of 14A318-A w/Assy)	—	—
• Backup Lamp	140	18	Black-Pink	Rear of Vehicle (Part of 14408 w/Assy)	F/P #32	10A
• Battery Feed	1049	16	Brown-Pink Stripe	Top Side of Dash Panel (Part of 14A318-A w/Assy)	F/P #15	20A
• Blower Motor Feed	181	10	Brown-Orange Stripe	Top Side of Dash Panel (Part of 14401-A w/Assy)	PNB Fuse N	40A
• Brake Lamp Feeds	511	16	Lt. Green	Top Side of Dash Panel (Part of 14A318-A w/Assy) and Rear of Vehicle (Part of 14408 w/Assy)	F/P Pos. #9	20A
• Cigarette Lighter Feed	40	16	Lt. Blue-White Stripe	Top Side of Dash Panel (Part of 14A318-A w/Assy)	PNB Fuse K	20A
• Courtesy Lamp	53	18	Black-Lt. Blue	Rear of Vehicle (Part of 14408 w/Assy)	F/P #4	15A
• Daytime Running Lamp	931	14	Orange		PNB #10	20A
• Door Ajar Lamp Ground	433	20	Dark Green-Orange	Top Side of Dash Panel (Part of 14A318-A w/Assy)	F/P #14	10A
• Electric Brake Power	43	12	Dark Blue	Rear of Vehicle (Part of 14408 w/Assy)	PDB Fuse R	30A
• Fuel Tank Sender Unit to Fuel Gauge	29	18	Yellow-White	Fuel Tank to Instrument Cluster	F/P #14	10A
• Ground During Start	41	20	Black-Lt. Blue	Top Side of Dash Panel (Part of 14A318-A w/Assy)	—	—
• Headlamp High Beam Feed	12	16	Lt. Green-Black Stripe	Front Side of Dash Panel (Part of 14290 w/Assy)	F/P #35	20A
• Headlamp Low Beam Feed (Left) (Right)	160 161	18 18	Dark Brown and White Dark Green-Orange	Front Left Side of Dash Panel (Part of 14290 w/Assy) Front Right Side of Dash Panel (Part of 14290 w/Assy)	F/P #31 F/P #25	10A 10A
• Horn Feed	6	16	Yellow-Lt. Green	Front Side of Dash Panel (Part of 14290 w/Assy)	PNB Fuse #2	20A
• Instrument Panel Lamp Feed	19	20	Lt. Blue-Red Stripe	Top Side of Dash Panel (Part of 14A318-A w/Assy)	F/P Pos. #41	10A
• Interior Lamp Feeds (Ground)	402	20	Orange-Lt. Green	Top Side of Dash Panel (Part of 14A318-A w/Assy) and Rear of Vehicle (Part of 14408 w/Assy)	F/P #4	15A
• LH Turn Signal (Only) Feeds	3	16	Lt. Green-White Stripe	Front Side of Dash Panel (Part of 14290 w/Assy) and Rear of Vehicle (Part of 14408 w/Assy)	F/P Pos. #1	20A
• LH Turn w/Brake Signal Feeds	9	16	Lt. Green-Orange	Rear of Vehicle (Part of 14408 w/Assy)	F/P Pos. #1	20A
• Marker Lamp Feeds (Park Lamp)	14 14 14 14	16 16 14 16	Brown Brown Brown Brown	Front Side of Dash Panel (Part of 14290 w/Assy) Top Side of Dash Panel (Part of 14A318-A w/Assy) Middle of Vehicle (Part of 14405 w/Assy) Rear of Vehicle (Part of 14408 w/Assy)	PDB #6	20A
• Park Brake Ground	162	20	Lt. Green-Red	Top Side of Dash Panel (Part of 14A318-A w/Assy)	—	—
• Radio Feed	137	18	Yellow-Black Stripe	Top Side of Dash Panel (Part of 14A318-A w/Assy)	F/P Pos. #17	5A
• RH Turn Signal (Only) Feeds	2	16	White-Lt. Blue	Front Side of Dash Panel (Part of 14290 w/Assy) and Rear of Vehicle (Part of 14408 w/Assy)	F/P Pos. #1	20A
• RH Turn w/Brake Signal Feeds	5	16	Orange-Lt. Blue	Rear of Vehicle (Part of 14408 w/Assy)	F/P Pos. #1	20A

NOTES — 14A032, 14A318, 17B587, 14408, 13A840, AND 18A586 WIRE ASSY'S ARE PROVIDED IN DUNNAGE BOX.
FUSE PANEL (F/P) IS LOCATED ON 14A032-A WIRE HARNESS PROVIDED IN DUNNAGE BOX.
POWER NETWORK BOX (PNB) IS LOCATED ON 12A581 WIRE HARNESS LOCATED IN ENGINE COMPARTMENT.

F-SUPER DUTY CLASS A MOTOR HOME CHASSIS (F53) BODY AND SPECIAL EQUIPMENT INSTALLATION PRECAUTIONS (Continued)

Circuit	Circuit #	Gauge	Color	Location	Fuse Loc	Fuse Size
• Trailer Backup Lamp	963	16	Black-Lt. Green	Rear of Vehicle (Part of 14408 w/Assy)	PDB #12	20A
• Trailer Ground	206	10	White	Rear of Vehicle (Part of 14408 w/Assy)	—	—
• Trailer LH Turn/Stop Lamp	52	16	Yellow	Rear of Vehicle (Part of 14408 w/Assy)	F/P #6	10A
• Trailer RH Turn/Stop Lamp	64	16	Dark Green	Rear of Vehicle (Part of 14408 w/Assy)	F/P #12	10A
• Trailer Running Lamps	962	16	Brown-White	Rear of Vehicle (Part of 14408 w/Assy)	PDB #12	20A
• Warning Chime — Door Jam	159	20	Red-Pink Stripe	Top Side of Dash Panel (Part of 14A318-A w/Assy)	F/P Pos. #7	10A
• Warning Chime — Seat Belt	85	20	Brown-Lt. Blue Stripe	Top Side of Dash Panel (Part of 14A318-A w/Assy)	F/P Pos. #7	10A
• Washer Pump Feed • Wiper Motor Feed — Common • Wiper Motor Feed — High • Wiper Motor Feed — Ignition • Wiper Motor Feed — Low • Wiper Motor Feed — Switch	941 61 58 65 56 28	14 14 14 14 14 14	Black-White Stripe Yellow-Red Stripe White Drk. Green Drk. Blue-Orange Stripe Black-Pink Stripe	Front Side of Dash Panel (Part of 17B587 w/Assy)	F/P Pos. #11	30A

NOTES: 14A032, 14A318, 17B587, 14408, 13A840, AND 18A586 WIRE ASSY'S ARE PROVIDED IN DUNNAGE BOX.
FUSE PANEL (F/P) IS LOCATED ON 14A032-A WIRE HARNESS PROVIDED IN DUNNAGE BOX.
POWER NETWORK BOX (PNB) IS LOCATED ON 12A581 WIRE HARNESS LOCATED IN ENGINE COMPARTMENT.

	15,700 lb		18,000 lb		20,500 lb	
	FRONT	REAR	FRONT	REAR	FRONT	REAR
GAWR	6000	11000	7000	11000	7000	13500
AXLE	7000	11000	7000	11000	7000	13500
TIRES, 245/70R19.5 (@ 80 PSI)	*	*	7660	14620	7660	14620
TIRES, 225/70R19.5 (@ 80 PSI)	6390	12000	*	*	*	*
SPRINGS, COMBINED AT GROUND	7000	11000	7000	11000	7000	13500
NUMBER OF LEAVES	2	3	2	3	2	3
WHEELS, 19.5 X 6	RATED 3750 PER WHEEL		*	*	*	*
WHEELS, 19.5 X 6.75	*	*	RATED 3750 PER WHEEL			

* Not Applicable